

September 13, 2016

Ms. Jacqueline Marsh
County of Loudoun
Department of Planning and Zoning MSC # 62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Ashburn Village Development
(1st Submission)
Loudoun County Application Numbers ZMAP 2016-0009, ZMOD 2016-0010, SPEX
2016-0025 and SPEX 2016-0026

Dear Ms. Marsh:

We have reviewed the above noted application as requested in your July 11, 2016 transmittal.
We offer the following comments:

1. Please provide this office a copy of the draft Special Exception Approval Conditions /Proffers for review and comment.
2. Please see the attached e-mail dated Tuesday, August 23, 2016 from Mr. Moshin A. Zaidi of VDOT's Traffic Engineering Section.
3. We recommend the County pursue a monetary contribution from the applicant to be applied toward area transportation improvements.
4. Proposed site entrance on Ashburn Village Boulevard opposite Ashbrook Commons Plaza:
 - A. Provide southbound right turn lane
 - B. Provide northbound left turn lane
 - C. Traffic signal will require modification.

5. Although typically a construction plan issue, sight distance from the Ashburn Village Boulevard main entrance looking north should not be hindered by landscaping. Landscaping should not block the line of sight which is often problematic on the inside of horizontal curves.

If you have any questions, please call me at (703) 259-2948.

Sincerely,

John Bassett, P.E.
Transportation Engineer

Attachment

cc: Tony Estafanous, P. E.

From: Zaidi, Mohsin A. (VDOT)
Sent: Tuesday, August 23, 2016 3:14 PM
To: Bassett, John NOVA (VDOT), P.E.
Cc: Fan, Xuejun (VDOT); Raj, Arun A. (VDOT)
Subject: RUID #21345: Ashburn Village Development (Ashburn Village Blvd & Russell Br) (Loudoun)
TIA, ZMAP 2016-0009, ZMOD 2016-0010, SPEX

John,

We have following comments on the above TIA:

1. The study should have followed the chapter 870 guidelines though it does not trigger the same. The study encompasses a very large project generating about 13,000 daily trips. The study should at least include a list of recommendations or project related improvements to show the obligations of the developer.
2. Provide a full scale concept plan clearly outlining the all the existing and proposed driveways accessing the network surrounding the site.
3. Figure 4; WB/PM left turn traffic volume at Intersection #1 is significantly different from raw count.
4. Page 12; provide analysis of historical crash data
5. All new development access will need to meet the access management standards, regulations and design standards for minor arterials, collectors, and local streets. The design standards govern the design of intersections, turn lanes, and entrances as well as providing spacing standards for entrances, intersections, crossovers, and traffic signals on minor arterials, collectors, and local streets. The study should discuss the access management standards and should include a figure detailing the distances between the driveways as well as existing and proposed intersections.
6. Appendix B did not include the traffic counts at the right-in/right-out access along Rt 7 as stated on Page 20. Therefore, we are unable to verify the assumptions (Figure 10) as well as rerouting of traffic (Figure 15).
7. Verify and correct the rerouted in Figure 12 as it does not match with the distribution in Figure 7 as well as the traffic shown in the Figure 7A of the Ashbrook Marketplace Rezoning traffic impact study. The traffic volumes in Figure 17 and subsequent figures will change as a result of any changes to Figure 12.
8. We disagree with the internal capture reductions in Table 5 based on the ITE methodology. The study should use chapter 870 methodology and procedures though it is not chapter 870 study. It should be noted that the internal capture reductions are incorrectly applied across the board which should be obvious from the guidance provided in the regulations for chapter 870 studies.
9. It is difficult to verify the trip assignment in Figure 24 specific to each driveway without the benefit of concept plan. It is probable that some driveways serve some specific land uses regardless of trip distribution in Figure 23.

10. All new development access will need to meet the access management standards, regulations and design standards for minor arterials, collectors, and local streets. The design standards govern the design of intersections, turn lanes, and entrances as well as providing spacing standards for entrances, intersections, crossovers, and traffic signals on minor arterials, collectors, and local streets. The study should discuss the access management standards and should include a figure detailing the distances between the driveways as well as existing and proposed intersections. Table 8 should show the required spacing based on the VDOT functional classification of roadways.
11. Right-in/right-out driveway along Ashburn Village Boulevard should not be allowed as the analysis assigns few trips. The driveway poses safety problems due to the short distance for weaving traffic.
12. Extend the EB left turn lane along Russell Branch Road at Ashburn Road due to the blockage of left turn lane during AM peak hour.
13. Extend the WB left turn lane along Russell Branch Road at Ashburn Road due to the blockage of left turn lane during PM peak hour.
14. We have serious concerns regarding the WB left turn lane along Russell Branch Road at Ashburn Village Boulevard due to blockage as well as overflow problems during PM peak The hour.

Please call me for questions, thanks.

Mohsin A. Zaidi P.E.
Virginia Department of Transportation
NOVA Traffic Engineering
4975 Alliance Drive, Fairfax, VA 22030
Phone #703 259 2612